

Report of Survey for Repairs, &c., of Engines and Boilers.

15 FEB 1933

(Received at London Office)

Date of writing Report 24th Feb 1933 When handed in at Local Office 13 FEB 1933 Port of LIVERPOOL

No. in Reg. Book. 71104 Survey held at Birkenhead Date, First Survey 24th Jan Last Survey 3rd Feb 1933 (No. of Visits 5)

on the Machinery of the Wood, Iron or Steel S.S. San Pedro

Tonnage Gross 6037 Net 3780 Vessel built at New York, States by whom Standard S.B. Corp. When 1921.2

Nominal Horse Power 544 Engines made at Philadelphia, Pa. by whom San S.B. Co. When 1921

No. of Main Boilers 3SB Boilers, when made (Main) 1921 (Donkey)

No. of Donkey Boilers 1 Owners Eagle Oil and Ship'g Co. Ltd. Owners' Address (if not already entered in appendix to Register Book.) Port London Voyage

Steam Pressure in Main Boilers 180lb Managers If Surveyed Afloat or in Dry Dock Clover D.D. (State name of Dock.)

in Donkey Boilers Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Lab Lmc

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarized at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes 24/1/33

Do. " " Donkey " " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? no If so, state reasons

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To be advanced as opportunity

affords - Engine survey to be held throughout with exception of examination of sea connections, cylinders pistons slide valves.

This vessel has been placed in Dry Dock - propeller, stern bush and several fastenings, also sea cocks valves, examined & found generally, in good condition.

Cylinders, pistons slide valves examined & new rings fitted to HP cylinders.

The three main boilers and their mountings examined throughout and found satisfactory. Drains fitted to boiler stop valves. Boilers examined under steam and their safety valves adjusted.

General Observations, Opinion, and Recommendation: - The mach^y of this vessel is in

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 149 lb., F.D., &c.)

good condition, & eligible in our opinion to remain as classed with free record of BS 2-33, and will be eligible for record of LMC 2-33 on completion of survey as above

Survey Fee (per Section 29) BS £ 4.0.0 Fees applied for 175/-

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 5.5.1933

Travelling expenses (if chargeable) £ : :

Committee's Minute LIVERPOOL 14 FEB 1933

Assigned BS 2-33

J.D. Melton H.R. Howell
Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 1 MAY 1934
TUE. 20 NOV 1934
W559-0051
Lloyd's Register Foundation